

## Alaska Transportation Alternatives Program FY 2018-2020 Application

<b>Project Name</b> Kaxdigoowu Heen Dei Improvements
<b>Project Location</b> Juneau, AK
<b>Eligible Project Sponsor</b> (See appendix for eligible sponsor list) City and Borough of Juneau

### **Applicant Information:**

Agency/Organization: City and Borough of Juneau, Alaska

Name: George Schaaf  
Title: Director of Parks and Recreation  
Email: george.schaaf@juneau.org  
Phone: 907-586-5226  
Address: 155 South Seward St.  
City, State, Zip: Juneau, AK 99801

### ***Partner Information (if applicable):***

Agency

Name:  
Title:  
Email:  
Phone:  
Address:  
City, State, Zip:

Please include ALL relevant attachments with this application, including the following required documents:

Budget worksheet (provided in application)

Map of project

Letters of support/resolution (example provided on website)

Relevant pages from supporting plans/documents

### **Project description and purpose:**

Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features.

Description: This project would design and improve Kaxdigoowu Heen Dei (Kax Trail) from River Road to the edge of Brotherhood Meadow, where a reroute planned for construction in 2019 would end, and create a new segment of paved trail that connects from the edge of Brotherhood Meadow to the Wildmeadow neighborhood and the newly constructed trail from Pederson Hill neighborhood. During design, sections of trail that are susceptible to future river bank erosion would be looked at to determine if rerouting or bank armoring may be required at this point in time. Work would primarily consist of selected areas of subgrade repair, repaving the 8' wide trail, replacing and adding new culverts as needed, and building approximately 1500' of new trail section. The new trail would be composed of fill, D-1, and 8' wide asphalt with 1' shoulders. The pedestrian bridge at Montana Creek would be replaced or modified to provide a larger span that allows for some natural stream movement and can withstand emergency and maintenance vehicles use again, and the banks armored to increase the expected life of the new/modified bridge. Additional improvements would include adding bike racks, installing new interpretive signs, and increasing sight distance along the trail.

Purpose: Kax Trail was established in 1996, providing a paved, non-motorized use connection from Back Loop Road to Glacier Highway in Juneau. Prior to the paved trail, foot trails and a logging road ran along Mendenhall River, some of which still exist today and can be accessed from the paved trail, where they are frequented by mountain bikers. The trail has suffered from tree roots and subgrade issues disrupting the pavement for many years, and has not had any major reconstruction work done in its almost 25 year life. In addition, erosion of Montana Creek and Mendenhall River has caused significant damage to the trail, as river dynamics have changed dramatically in recent years.

Starting in 2009, according to the Juneau Jokulhlaup Inundation Report (2015), jokulhlaups, an outburst flood caused by the rapid draining of a glacially dammed lake, have occurred almost annually on the Mendenhall River. In recent years, it is not uncommon for jokulhlaups to occur two to three times a year. These events have exceeded the 100 year peak flows for the river, causing damage to the riverbanks, changing river dynamics, and threatening homes as well as sections of the trail. Gauge readings for Mendenhall Lake, which has been in place since the 1960s, have eight of the top ten highest recorded lake levels occurring since 2009. 400' of trail near the Brotherhood Bridge trailhead had to be relocated by CBJ in 2016 due to erosion along the banks of the Mendenhall River. In 2018, a jokulhlaup in July broke through an oxbow in the river, causing rapid bank erosion that threatened a portion of trail directly downstream, and resulted in the closure of the southern end of the trail in August.

In 2019, the City and Borough of Juneau (CBJ) is planning to reroute that southern end of trail away from the river and reopen it to the public. The project proposed in this application would reconstruct the rest of the trail, address additional bank erosion at Montana Creek, where CBJ underwent a substantial bridge repair job in 2006 to prevent the Montana Creek bridge from falling into the creek, and look at relocating or armoring additional portions of trail that may be susceptible to erosion in the next 25 years, so that the trail can continue to serve local users for many years to come.

### Proposed project work already completed

Please describe any work already completed.

No work has already been completed on this project. A separate phase of work will be completed in 2019 to reroute the southernmost section of trail, as shown on the attached project map.

### Land use within two miles of your project (select all that apply):

<input checked="" type="checkbox"/>		Residential
<input checked="" type="checkbox"/>		Employment/Retail Center
<input checked="" type="checkbox"/>	Schools	Elementary <input checked="" type="checkbox"/> Middle <input type="checkbox"/> High <input checked="" type="checkbox"/> College <input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>		Recreation Center
<input checked="" type="checkbox"/>		Federal Public Land
<input type="checkbox"/>		Other:

## 1. Health and quality of life

How will this project improve health and quality of life?

For example: What outcomes will this project provide toward improved mobility for disadvantaged populations, improved transportation choices, or activity friendly routes to everyday destinations such as; local essential services, access to regional jobs and education, going beyond ADA requirements, connectivity within the first/last mile of a transit stop.

Kaxdigoowu Heen Dei provides an active transportation corridor that provides a critical connection between neighborhoods, services, and recreational activities in the Mendenhall Valley.

Within 1/2 mile of the trail entrances at River Road, Brotherhood Bridge, or Dimond Park Bridge, there are hundreds of homes and apartments, three schools, grocery stores, the post office, the Alaska Job Center, a mall, the Mendenhall Valley library, and many more businesses that provide important services and employment. The entire Mendenhall Valley, and half of Auke Bay falls within two miles of any of the three trailheads, encompassing many more amenities including the University of Alaska Southeast, the Juneau International Airport, and thousands more homes. This positions the trail as a vital element for users looking for active routes to their daily destinations, especially with recent improvements in the area that have included a multi-use separated path along Egan Drive from Brotherhood Bridge to Auke Bay; facilitating the movement of people from Auke Bay and further north to access the center of the Mendenhall Valley. The new valley transit center, which would include park and ride facilities and bike lockers for active commuters, is planned to be constructed by CBJ in 2020 within a half mile of the two southern trailheads.

The trail is directly adjacent to over 300 acres of CBJ land managed as a natural park, left predominately in its natural state, and to the over 50 acres of CBJ land that comprises Dimond Park- including ball fields, an astroturf field, schools, library, aquatic center, and sports fieldhouse. A planned bike rack at Montana Creek, where there is world class fishing, will encourage combining healthy recreation pursuits for users.

Two complexes that provide low income housing (Riverbend Apartments and Trillium Landing for seniors) are within a half mile of the Dimond Park and Brotherhood Bridge trailheads. The trail is an essential link that allows disadvantaged populations to access natural wilderness area close by. ADA requirements do not apply to trails, however the trail itself mostly meets the Architectural Barriers Act (ABA) guidelines for Outdoor Developed Areas, which are the standards used by federal land management agencies. One outcome of this project will be to make the rest areas on the trail compliant with the ABA guidelines, restore isolated areas of subgrade failure to restore cross slopes to a maximum of 2%, and add accessibility information to the trailhead signs that indicate the including the trail length, surfacing, typical and minimum width, typical and maximum grade, and typical and maximum cross slope.



## 2. Safety

How will this project address the Alaska Strategic Highway Safety Plan (SHSP) goal of reducing the number of bicyclists and pedestrians killed or injured in vehicular crashes?

Please describe how project will improve safety and provide supporting information for existing safety concerns.

During the design process, sight distance would be analyzed and increased where possible to reduce the likelihood of accidents on the trail, which sees a variety of non-motorized users including walkers, runners, bikers, and equestrians. Reconstructing areas of failing subgrade will remove tread obstacles, reduce inconsistencies in slope, and replace the aging pavement. The trail is an outlet for pedestrians and cyclists to transit across the Mendenhall Valley away from roadways where vehicular traffic exists, reducing the potential for serious or deadly injuries.

Additionally, Capital City Fire and Rescue (CCFR) must drive the trail when required to assist or rescue injured users. Since the erosion and subsequent repairs at Montana Creek, they have been unable to use an ambulance on the trail, and currently respond to calls with a four-wheeler and trailer for transporting patients. The trailer is extremely limited in the ability to provide care during transit of a patient, which provides only a minimal level of emergency response. This project would replace or repair the existing bridge to allow for vehicle access again, so CCFR can appropriately respond to emergency calls on the trail. The creation of a trail segment to Wildmeadow Lane will also allow for emergency vehicles to respond quicker from the south end of the trail, as the majority of tourism related traffic and congestion in the summer is around the Brotherhood Bridge trailhead, and could be avoided with the creation of a new trail connection.

### 3. Capital costs contributions (written agreement/resolution required)

***Minimum match contribution of 9.03% is required for all projects.***

*Only contributions that exceed the required match contribution shall be considered for additional points.*

*All financial commitments must be in writing and approved by the local governing body of the community or tribal government before project will be considered for funding. (Sample Resolution on website)*

*Cost estimates must be prepared or approved by DOT&PF*

Please indicate the total contribution the applicant will provide, including the required match. Provide a cost estimate for the total amount of funding requested for the project.

The attached Resolution by the CBJ Assembly states support for the project. The resolution acknowledges the required match of no less than 9.03% and recommends that an application be submitted to the State of Alaska for the Kaxidigoowu Heen Dei Trail Improvements project. The CBJ Assembly assures the Alaska Department of Transportation and Public Facilities that sufficient funding for the local governmental agencies matching contribution for the project is available, recognizes CBJ's ownership of the trail, and authorizes execution of the agreement with the State promising to provide all commitments identified within the project application. The resolution was passed on January 7, 2019. \$400,000 total has been allocated for this project and for the reroute work that will be taking place in 2019.

## 4. Operations/Maintenance

How will this project address maintenance and operations?

*Sponsor commitment must be in writing and passed by government body of the community or tribe before points will be assigned and DOT&PF must approve the transfer of responsibility if DOT&PF facility.*

**4a. For NON-DOT&PF Facility** - Local, other agency, user contribution to fund maintenance and operations

Please indicate who currently owns and maintains the facility and who will provide continuing (or new) ownership/management and maintenance and operations responsibilities. Please also describe any significant local maintenance savings expected as an outcome of this project.

The City and Borough of Juneau currently owns and maintains the trail, and will continue to provide maintenance and operations responsibilities. One outcome of this project will be reduced maintenance costs, as currently Park Maintenance crews cannot drive across Montana Creek, making this high use trail difficult and time consuming to maintain. For example, crews removing snow in the winter must access the trail from either end, doubling the amount of time required to complete the job; the scenario is the same for sweeping the trail in the summer.

CBJ has also invested significant time and resources in bank stabilization efforts on Montana Creek to protect the bridge. This has included adding rock and vegetation cribbing, monitoring the creek for further erosion, and rerouting a spur trail that follows the bank of the creek upstream to Back Loop Road. Park Maintenance crews currently cold patch damaged asphalt on an annual basis, though in some areas damage is too extensive for this to be effective. A resurfaced trail would reduce the frequency of this task, and restore areas that are too damaged to be addressed with cold patch alone.

**4b. For DOT&PF Facility only** Departmental maintenance and operations costs and priority.

Please indicate whether this project will result in a transfer of ownership or management responsibility or any significant maintenance savings expected as an outcome of this project. Please provide documentation of support from DOT&PF for M&O priority or acceptance of transfer of responsibility.

## 5. Public support

Resolution, project support, commitments in writing that demonstrate local community groups, governing body and plans that demonstrate support for this project. If listed in a plan (community, planning, etc.) please include relevant document pages. Any public comment events in support of this project must be in writing.

*\*Resolution is only required in areas/communities represented by locally elected body. For those communities not represented by a locally elected body, a public record of support is required. Capital Improvement Program (CIP) and similar lists adopted by resolution will be considered as a resolution. Any document for which the sponsor would like to have considered as a 'plan' must include documentation of public involvement.*

Please provide required documentation. List documents provided and any other supporting information below.

The Kaxidigoowu Heen Dei is the most used trail in Juneau: 63% of adults reported visiting the trail in the past year, and the average user frequented the trail 15 times per year (Parks and Recreation Survey, 2016). Since the trail recently closed at the Brotherhood Bridge parking lot, the Parks & Recreation department has received multiple calls asking about the status of the trail, and users continue to access the closed portion of the trail, indicating the large demand.

The attached Resolution, passed on 1/28/2019 by the CBJ Assembly, states support for the project and notes that CBJ ranked the project as the number one trail priority for the Parks & Recreation Department in fiscal years 2017, and 2018. It was also the #3 trail priority for the Parks & Recreation Department in FY 2016 and the #1 trail priority in FY 2015.

This project addresses some of the recommended policies from the 2009 Juneau Non-Motorized Transportation Plan (NMTP), including providing more bicycle racks (Policy 10), and is directly related to improvements that were recommended in the plan, including creation of the non-motorized underpass that joins up to the trail by the Brotherhood Bridge parking lot.

Also attached is a letter of support from Trail Mix, Inc.

## **6. Bridges a gap or removes a barrier**

Will this project bridge a gap or remove a barrier between existing trail systems **or** will this project provide an interpretive area for a scenic or historic site? In addition to providing new connections, projects that include improvements to accessibility in meeting the American Disability Act (ADA) requirements, or wayfinding are considered to bridge gaps and remove barriers.

Please describe.

The Kax Trail connects the Back Loop and Montana Creek neighborhoods to Dimond Park, which is a central hub of the Mendenhall Valley, and Glacier Highway. This project will also provide a new connection to the Wildmeadow Lane neighborhood, and to the multi-use trail that links to a new subdivision on Pederson Hill. Accessibility barriers would be removed with improvements to meet ABA guidelines, as described under section 1: Health and quality of life.

Improving this trail is also part of a long term plan to eventually develop a trail connection between Kaxdigoowu Heen Dei and the Auke Lake Trail, which would allow non-motorized users to transit from the UAS campus to any of the three trailheads without being in proximity to vehicular traffic.

## 7. Project event or activity

Is this project tied to an annual recreational, educational or tourism event or activity? If so, how will this project support/sustain this activity/event?

Please describe.

Brotherhood Park at the Kax trailhead is visited by thousands of visitors each year. The view of the Mendenhall Glacier, with a field of bright fireweed, is the second most photographed view in Alaska, and a common stop for tourists on guided tours, as well as those independently sightseeing.

Additionally, community events such as fun runs and fundraisers are frequently held on the Kax Trail. In 2018, CBJ issued eight event permits for the trail in 2018 and eleven in 2017. The following long-standing events are held on the trail annually:

- American Cancer Society Beat the Odds run/walk has been held annually for 27 years and has used the Kax Trail since its construction in 1996
- The Girls on the Run/Boys on the Run 5K has been held on the trail for the past 10 years
- The Juneau Trail and Road Runners Veteran's Day Race has been held annually for 30 years and has used the Kax Trail since its construction in 1996
- The Magnificent Mendenhall Mud Puddle Meet has been held annually for 30 years and has used the Kax Trail since its construction in 1996

It has also been used as an educational opportunity by groups including Goldbelt Heritage Foundation, the STREAM Institute and Discovery Southeast, for the ecological, geographic, and cultural teaching opportunities along the trail. New interpretive signs with natural cultural, and archaeological information would benefit these users, as well as the general public. This project is vital for providing a platform for these long standing annual recreational events, educational outings, and for tourists attracted to the area for the photographic vista.

## 8. Intrinsic qualities

Will this project address any of the six intrinsic qualities: scenic, historic, cultural, natural, archaeological or recreational? Project must include interpretation of historic, cultural, natural, and archaeological attributes for points.

Please describe.

Scenic: Juneau is visited by over a million cruise ship passengers annually, and a large portion of them stop at the Kax trailhead by Brotherhood Bridge to experience and photograph the iconic view of the Mendenhall Towers and Mendenhall Glacier framed by a field of fireweed in the foreground. The trail winds through Brotherhood Park, and enters the woods, where it offers opportunities to view the Mendenhall River and Montana Creek. CBJ has carefully planned rerouting the trailhead near Brotherhood Bridge to avoid impacting this picturesque view, and would continue to prioritize preservation of scenic vistas when looking at any changes to the trail route during design.

Natural: The trail runs along a geologically young and dynamic river. New interpretive signs near Mendenhall River would discuss glacial dynamics and hydrology, including the phenomena of jokulhlaups, while signs near Montana Creek would inform users about fish habitat and the preservation of Semi-Primitive Areas under CBJ's parkland classifications.

Recreational: The 2016 Parks and Recreation Survey found that Juneau adults reported hiking, fishing, and walking as their top recreation activities in the summer, with hiking and walking also their top two activities in the winter. The trail provides all of these recreational activities, which is likely why it was the trail used by the largest percentage of locals in the 2016 survey. The only dedicated equestrian trails in Juneau are accessible from Kax trail, and popular mountain biking trails near Montana Creek and Dredge Lakes can be reached by use of the trail. Furthermore, a bike skills area is one of the future uses planned for Dimond Park. Planned improvements will facilitate recreational use with bike racks at the popular fishing area at Montana Creek, as users often travel to the fishing area by bicycle. Interpretive signs would inform users of the additional recreational opportunities adjacent to and near the trail.

Cultural: Interpretive signs would educate users about cultural history and values including subsistence fishing and early fish weirs, traditional use of native plants, and native languages. The Tlingit name Kaxidigoowu Heen refers to Montana Creek and is commonly translated as "going back clear water". Dei means "trail". The new signs would utilize more cultural information and Tlingit place names for the areas around the trail, which was a request of local Native organizations during the development of CBJ's Parks & Recreation Master Plan.

Archaeological: A 600 year old fish trap was found in 1989 at the confluence of Kaxdigoowu Heen and Mendenhall River. The nine foot long tapering basket was the first trap of its kind to be excavated on the Northwest Coast. New interpretive signs would detail the discovery, excavation, preservation, and significance of this momentous find.

### **9. Stabilization or renovation of a historic transportation facility**

Will this project stabilize or renovate a historic transportation facility? Historic transportation facility may include train depots, rail trestles, bridges, lighthouses, bus terminals, tunnels, canals, locks and tow paths. The project must maintain the historic integrity of the structure.

Please describe the priority and status of this project in the inclusion of entering the National Historic Register and include documentation.

This project does not stabilize or renovate a historic transportation facility.



**10. Cost effectiveness  
and  
11. Capital costs/project complexity**

The department will prepare or approve (possibly with revision) all cost estimates for consistency statewide. Please work with your regional planner to prepare this estimate before the application is submitted.

Is a detailed project cost estimate included?

☒ Yes      No ☐

Did DOT&PF prepare or approve your cost estimate?

☒ Yes      No ☐

What is the total project cost estimate? 1,808,028

How many persons will this project serve? 18080+

Is this project expected to require Right-of-Way (ROW) acquisition?

☐ Yes      No ☒

Is this project expected to require Utility relocation?

☐ Yes      No ☒

Please provide any supporting information or additional detail.

The 2018 population of Juneau was estimated to be 32,247, according to the latest from the Alaska Department of Labor and Workforce Development, Research and Analysis Section. Based on the 2016 Parks and Recreation Survey done by The McDowell Group, 89% of survey respondents reported using Juneau trails in the past 12 months (28,700), and 63% of users visited the Kax Trail specifically. This approximates to just over 18,000 unique local users of the trail, with all trail users in Juneau (28,700) reporting an average of 15 annual visits to Kax Trail a year, or approximately 430,500 local visits per year. Usage statistics do not include visits by tourists, who also would be served by this project.

## **12.Other Factors**

Are there any innovative, creative, or unique benefits that are not listed or described in any other category?

Please describe.

The bike rack planned for install at Montana Creek is a creative opportunity to incorporate an artistic element in the project. Similar to other bike racks recently installed by CBJ, which are in unique shapes such as Xtratuf boots, umbrellas, and fish, this bike rack would be distinctive in shape, and reflective of the recreational activities near the creek.


## Budget

<b>Total Project Cost: \$ 1,808,028</b>		
Project delivery phase (design, construction, environmental, etc.)	Federal Amount Requested (up to 90.97% of total project cost)	Local Match (at least 9.03% of total project cost)
<b>Design</b>	<b>\$ 102,798</b>	<b>\$ 10,204</b>
<b>Environmental</b>	<b>\$ 102,798</b>	<b>\$ 10,204</b>
<b>Construction</b>	<b>\$ 1,027,977</b>	<b>\$ 102,041</b>
Construction Administration, Inspection, Admin	<b>\$ 256,994</b>	<b>\$ 25,510</b>
Contingency	\$ 102,798	\$ 10,204
States Requirement of ICAP (5%*) Eligible for federal funding	\$ 51,399	\$ 5,102
<b>TOTAL PROJECT COSTS</b>	<b>\$ 1,644,763</b>	<b>\$ 163,265</b>
<b>TOTAL FEDERAL FUNDS REQUESTED</b>	<b>1,644,763</b>	

\*estimated 5%, will be updated to actual amount at time of project agreement.

By signing this application below, your agency/organization is agreeing to the following stipulations should your project/program be selected for TAP or other Federal Transportation funding:

- **Matching contributions are required for any approved overruns, and these overrun funds are subject to approval by ADOT&PF.**
- Any facility constructed with federal transportation funds must be maintained by the local government and must be open to the public for at least twenty-five (25) years.
- You have consulted with your ADOT&PF Regional Area Planner and identified (after project completion) who will assume ownership including operations and maintenance costs.

Applicant Signature 	Partner Agency Signature (IF APPLICABLE)
Title: Director of Parks and Recreation	Title:
DATE: 1/31/2019	DATE:

Please submit this application along with attachments and any additional supporting documentation to your Regional Planning Chief. Complete contact information for nomination submission is at the front of this application.

Northern Region: Margaret Carpenter: [margaret.carpenter@alaska.gov](mailto:margaret.carpenter@alaska.gov)

Central Region Todd Vanhove: [todd.vanhove@alaska.gov](mailto:todd.vanhove@alaska.gov)

Southcoast Region Verne Skagerberg: [verne.skagerberg@alaska.gov](mailto:verne.skagerberg@alaska.gov)

# Kaxdigoowu Heen Dei Improvements

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## **Attachments:**

**Map of Project**

**Resolution**

**Trail Mix Inc. Letter of Support**

**Relevant Page from 2009 Juneau Non-Motorized Transportation Plan**





Map of Project - Kaxdigoowu Heen Dei Improvements



Presented by: The Manager  
Introduced: 01/07/2019  
Drafted by: R. Palmer III

## RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2844

### **A Resolution Supporting a Project to Repair the Kaxdigoowu Heen Dei Trail through the Alaska Transportation Alternatives Program and Maintenance Commitment.**

WHEREAS, the City and Borough of Juneau has received a request from the Alaska Department of Transportation and Public Facilities (ADOT&PF) to nominate projects for inclusion in the Alaska Transportation Alternatives Program funds as outlined in ADOT&PF's application packet for 2018-2020; and

WHEREAS, the City and Borough of Juneau is participating as an eligible project sponsor in the Alaska Department of Transportation and Public Facilities Alaska Transportation Alternatives Program; and

WHEREAS, federal monies are available under the Transportation Alternatives Program, administered by Alaska Department of Transportation and Public Facilities for the purpose of creating and promoting the planning and development of active transportation facilities and programs in Alaska; and

WHEREAS, the City and Borough of Juneau acknowledges availability of the required match of no less than 9.03 percent; and

WHEREAS, after appropriate public input and due consideration, the Assembly recommends that an application be submitted to the State of Alaska for the Kaxdigoowu Heen Dei Trail Improvements project; and

WHEREAS, the City and Borough of Juneau ranked the project as the number one trail priority for the Parks and Recreation Department in fiscal years 2017 and 2018.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

**Section 1.** The Assembly does hereby authorize the City Manager or designee to submit and sign an application to the Alaska Department of Transportation and Public Facilities for Alaska Transportation Alternatives Program funds on behalf of the citizens of the City and Borough of Juneau.


**Section 2.** The Assembly hereby assures the Alaska Department of Transportation and Public Facilities that sufficient funding for the local governmental agency matching contribution is available for the Kaxdigoowu Heen Dei Trail Improvements project.

**Section 3.** The Assembly continues to recognize that the Kaxdigoowu Heen Dei Trail is owned by the City and Borough of Juneau and will be, subject to appropriations, maintained as part of the City and Borough's regular program of maintenance and upkeep of all municipally-owned trails.

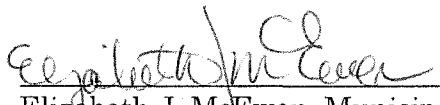
**Section 4.** The Assembly authorizes the execution of an agreement with the State to accomplish the Kaxdigoowu Heen Dei Trail Improvements project.

**Section 5. Effective Date.** This resolution shall be effective immediately after its adoption.

Adopted this 7<sup>th</sup> day of January, 2019.

  
Beth A. Weldon, Mayor

Attest:

  
Elizabeth J. McEwen, Municipal Clerk





**TRAIL MIX, INC.**  
JUNEAUTRAILS.ORG

(907) 790-6406  
INFO@JUNEAUTRAILS.ORG

P.O. Box 35693  
JUNEAU, AK 99803

Ms. Marcheta Moulton  
Small Federal Programs Manager  
Alaska Dept. of Transportation & Public Facilities  
PO Box 112500  
Juneau, AK 99811-2500

Dear Ms. Moulton,

Trail Mix is pleased to support the City & Borough of Juneau's (CBJ) proposal under the Alaska Transportation Alternatives Program (ATAP) to repair and improve the Kaxdigoowu Heen Dei Trail.

This trail is a critical piece of Juneau's transportation infrastructure, linking neighborhoods, schools, and community centers throughout the Mendenhall Valley. As one of only two paved pathways in Juneau, the Kaxdigoowu Heen Dei Trail also provides essential access for people with disabilities. We are deeply concerned about the trail's poor condition, which includes failing bridges, broken asphalt, and a lack of adequate signage. The trail also must be upgraded to meet current guidelines for accessibility established by the U.S. Access Board. We are particularly concerned about this project because the Kaxdigoowu Heen Dei Trail forms the connection between numerous other trails and public facilities in the Mendenhall Valley, including the Montana Creek Trail.

Trail Mix supported construction of the Kaxdigoowu Heen Dei Trail under the TRAAK program in the 1990s. Today we have over 500 household members, making us the largest nonprofit organization in Alaska dedicated to building and maintaining trails. Our members are passionate advocates for improving and expanding Juneau's world-class trail system, and we appreciate this opportunity to express our strongest support for this critical project.

Please feel free to contact me directly with any questions, or if you would like additional information.

Sincerely,

Erik C. Boraas  
Executive Director



### ***Implementing Actions***

9A. Establish a baseline count of pedestrians and bicyclists at key locations in Juneau to allow development of performance measures. Subsequent counts of users of Juneau's non-motorized transportation network can help focus non-motorized priorities in the future, target education and signage, and document how well improvements are encouraging residents to walk and bike. Consider setting a specific target for increased numbers of residents walking or bicycling.

9B. Set a municipal goal to achieve a Complete Streets bronze, silver or gold level achievement, as proposed by the Rocky Mountain Land Use Institute, by a certain date (see Appendix E, Rocky Mountain Institute's developing Sustainable Community Development Code).

### **POLICY 10 - BICYCLE RACKS. Provide more bicycle racks.**

Biking destinations in Juneau often lack adequate bike parking facilities. Existing bike racks often do not have enough space to accommodate the number of cyclists using the facility. Secure, covered, well designed bike racks help encourage residents to take more trips by bicycle and are required for the development of a complete non-motorized network. Bike racks should be located at schools, commercial buildings, apartments, parks, transit stops and hubs, malls, recreation areas and on buses.

### ***Implementing Actions***

10A. Add a section to CBJ 49.35.630 (or other appropriate section) to establish standards for bike racks. Require installation of bicycle parking as part new building construction and major renovations. Standards could include the number of bicycle spaces (both covered and open) to be provided, the location of bike racks and specifications for design.

10B. The CBJ can partner with local businesses and artists to install decorative bike racks at key community destinations. These racks should support the bicycle frame, be U-lock compatible, and be interesting to look at. Consider seeking modest Capital Improvement Program funding for a bike rack program.

10C. Continue to fund and install bicycle racks on Capital Transit buses.

10D. Create and enforce a 'red tag' program for abandoned bicycles (and other objects) locked to bike racks.